

In the claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

5

1. (Currently Amended) A haptic throttle control mechanism for a marine propulsion system, comprising:

an operator controlled movable device;

a marine propulsion unit connected in signal communication with said operator

10 controlled movable device, said operator controlled movable device being configured to provide a signal to said marine propulsion unit, said marine propulsion unit comprising an engine, said signal being generally related to a commanded engine speed; and

a vibrating element connected in vibration transmitting relation to with said operator controlled movable device, said vibrating element being configured to cause said operator
15 controlled movable device to vibrate in a manner which is generally representative of an operating characteristic of said marine propulsion system and which is tactilely sensible to an operator of said marine propulsion device.

2. (Original) The throttle control mechanism of claim 1, wherein:

20 said operator controlled movable device is a throttle control mechanism which is pivotable about an axis.

3. (Original) The throttle control mechanism of claim 2, wherein:

a range of travel of said throttle control mechanism includes a forward speed segment and
25 a reverse speed segment.

4. (Original) The throttle control mechanism of claim 2, wherein:

an angular distance of said throttle control mechanism from a central position is representative of said commanded engine speed.

30

5. (Original) The throttle control mechanism of claim 1, further comprising:

an engine speed monitoring device having an output speed signal which is representative of an actual engine speed.

6. (Original) The throttle control mechanism of claim 5, wherein:

5 said vibrating element is configured to vibrate at a frequency which is representative of said actual engine speed.

7. (Original) The throttle control mechanism of claim 6, wherein:

10 said vibrating element is configured to vibrate at a frequency which is directly proportional to said actual engine speed.

8. (Original) The throttle control mechanism of claim 1, wherein:

15 said vibrating element is configured to vibrate at a frequency which is representative of an alarm condition.

9. (Original) The throttle control mechanism of claim 1, wherein:

 said vibrating element comprises a rotating component attached to a shaft of an electric motor.

20 10. (Currently Amended) The throttle control mechanism of ~~claim 9~~ claim 1, wherein:

 said vibrating element comprises a piezoelectric component.

11. (Original) The throttle control mechanism of claim 9, wherein:

25 said rotating component is an unbalanced eccentric object configured to create vibrations when rotated about an axis which is not aligned with a center of gravity of said object.

12. (Currently Amended) A haptic throttle control mechanism for a marine propulsion system, comprising:

 an operator controlled movable throttle control mechanism;

30 a marine propulsion unit connected in signal communication with said operator controlled movable throttle control mechanism, said operator controlled movable throttle control

mechanism being configured to provide a signal to said marine propulsion unit, said marine propulsion unit comprising an engine, said signal being generally related to a commanded engine speed, a range of travel of said operator controlled movable throttle control mechanism comprising a forward speed segment and a reverse speed segment;

5 a vibrating element connected in vibration transmitting relation with said operator controlled movable throttle control mechanism, said vibrating element being configured to cause said operator controlled movable device to vibrate in a manner which is generally representative of an operating characteristic of said marine propulsion system and which is tactilely sensible to an operator of said marine propulsion device.

10 13. (Original) The throttle control mechanism of claim 12, wherein:

an angular distance of said throttle control mechanism from a central position is representative of said commanded engine speed.

15 14. (Original) The throttle control mechanism of claim 13, further comprising:

an engine speed monitoring device having an output speed signal which is representative of an actual engine speed.

16. (Original) The throttle control mechanism of claim 14, wherein:

20 said vibrating element is configured to vibrate at a frequency which is representative of said actual engine speed.

16. (Original) The throttle control mechanism of claim 15, wherein:

25 said vibrating element is configured to vibrate at a frequency which is directly proportional to said actual engine speed.

17. (Original) The throttle control mechanism of claim 14, wherein:

said vibrating element is configured to vibrate at a frequency which is representative of an alarm condition.

30 18. (Original) The throttle control mechanism of claim 14, wherein:

said vibrating element comprises a rotating component attached to a shaft of an electric motor.

19. (Currently Amended) A haptic throttle control mechanism for a marine propulsion system,
5 comprising:

an operator controlled movable throttle control mechanism;

a marine propulsion unit connected in signal communication with said operator
controlled movable throttle control mechanism, said operator controlled movable throttle control
mechanism being configured to provide a signal to said marine propulsion unit, said marine
10 propulsion unit comprising an engine, said signal being generally related to a commanded engine
speed, a range of travel of said operator controlled movable throttle control mechanism
comprising a forward speed segment and a reverse speed segment, an angular distance of said
throttle control mechanism from a central position being representative of said commanded
engine speed;

15 a vibrating element ~~attached~~ ~~connected~~ in vibration transmitting relation with said
operator controlled movable throttle control mechanism, said vibrating element being configured
to cause said operator controlled movable device to vibrate in a manner which is generally
representative of an operating characteristic of said marine propulsion system and which is
tactilely sensible to an operator of said marine propulsion device, said vibrating element
20 comprising a rotating component attached to a shaft of an electric motor; and

an engine speed monitoring device having an output speed signal which is representative
of an actual engine speed.

20. (Original) The throttle control mechanism of claim 19, wherein:

25 said vibrating element is configured to vibrate at a frequency which is representative of
said actual engine speed.